

# CHINA

THE

# MAIL.

Established February, 1845.

With which is incorporated The "Hongkong Evening Mail and Shipping List." Published every Evening.

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HONGKONG, THURSDAY, JUNE 14, 1877.

日四初月五年丑

PRICE, \$24 PER ANNUM.

## AGENTS FOR THE CHINA MAIL.

LONDON:—F. ALGAR, 8, Clement's Lane, Lombard Street, GEORGE STREET, 30, Cornhill, GORDON & GOTCH, Ludgate Circus, E. C. BATES, HENDY & Co., 2, Old Jellicoe, E. C. SAMUEL DRAGON & Co., 160 & 164, Leadenhall Street.  
NEW YORK:—ANDREW WIND, 133, Nassau Street.  
AUSTRALIA, TASMANIA, AND NEW ZEALAND:—GORDON & GOWE, Melbourne and Sydney.  
SAN FRANCISCO:—American Ports generally:—BRAZ & BLACK, San Francisco.  
CHINA:—Swanson, Quelch & Campbell, Amoy, WILSON, NICHOLLS & Co., Foochow, HEDGES & Co., Shanghai, LAM, CRAWFORD & Co., and KELLY & WALKER, Manila, C. H. HEMMICK & Co., Macao, L. A. DA GAMA.

## BANKS.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, \$5,000,000 Dollars.  
RESERVE FUND, \$500,000 Dollars.

COUNCIL OF DIRECTORS:  
Chairman—H. HOPFUS, Esq.  
Deputy Chairman—F. D. SASOON, Esq.  
E. R. BELLIOS, Esq. [WILLIAM REINER, Esq.]  
W. H. FORBES, Esq. [M. A. MCOLVIL, Esq.]  
Hon. W. KESWICK, Esq. [D. T. TOBIN, Esq.]

CHIEF MANAGER,  
Hongkong, THOMAS JACKSON, Esq.  
Manager,  
Shanghai, EWEN CAMERON, Esq.  
LONDON BANKERS.—London and County Bank.

## HONGKONG.

### INTEREST ALLOWED

ON Current Deposit Accounts at the rate of 1 per cent. per annum on the daily balance.

ON Fixed Deposits:—  
For 3 months, 2 per cent. per annum.

" 6 " 4 per cent. " "

" 12 " 5 per cent. " "

\* LOCAL BILLS DISCOUNTED.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts, granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON,  
Chief Manager,  
Offices of the Corporation,  
No. 1, Queen's Road East.  
Hongkong, March 29, 1876.

CHARTERED BANK OF INDIA,  
AUSTRALIA & CHINA.

CAPITAL, \$200,000.  
RESERVE FUND, \$110,000.

## BANKERS.

THE BANK OF ENGLAND.  
THE CITY BANK.

THE NATIONAL BANK OF SCOTLAND.

THE BANK'S BRANCH IN HONGKONG grants Drafts on London and the Chief Commercial places in Europe and the East; buys and receives for collection Bills of Exchange; and conducts all kinds of Banking and Exchange Business.

Local Bills discounted, and Interest allowed on Current Accounts and on Deposits for fixed periods on terms which may be ascertained on application.

## FOR SALE.

### FOR SALE

L. ANE, CRAWFORD & Co. have just Received an Invoice of COPE, BROTHERS & Co.'s TOBACCOES and CIGARETTES.

Cope's GOLDEN CLOUD,  
Cope's BRISTOL BIRD'S EYE,  
Cope's SMOKING MIXTURE,  
Cope's PEERLESS CIGARETTES,  
Cope's BOUQUET CIGARETTES,  
Cope's FAIRY CIGARETTES,  
Cope's FANCY BRILLIANTS,  
Cope's WHIFFS.

Hongkong, May 25, 1877. j22

L. ANE, CRAWFORD & Co. having been Appointed SOLE AGENTS in HONGKONG for the well-known Firm of Meers M. B. FOSTER & SONS, (CHIEF AGENTS in ENGLAND for Meers BASS & Co.,) are prepared to Supply ALE and STOUT of their Bottling at \$8 per Case of 9 doz. quarts, and \$10.50 per Case of 6 doz. pints.

The Superior Quality of this BEER is undoubtedly, and L. C. & Co. confidently recommend it.

Hongkong, May 25, 1877. j22

## FOR SALE.

CUTLER, PALMER & Co.'s  
Celebrated  
Brands of WINES and SPIRITS.

Apply to  
SIEMSEN & Co.  
Hongkong, June 22, 1877.

## FOR SALE.

FOR SALE,  
THE IRON SCREW STEAMER  
"ALBAY."

THE above Steamer was Built in Glasgow, in 1872 by Messrs DOBBIE & Co., under special survey of Lloyds, and Her MACHINERY and BOILER were made by Messrs JAMES HOWDEN & Co., under special inspection. She was contracted to carry a large cargo on a light draft of water and is well adapted for the Philippine, China, or Japan trade. She underwent general Repairs in 1875, when NEW SALES, RIGGING, and a complete outfit were supplied by the HONGKONG and WHAMFOA DOCK COMPANY, and in March of the present year her Engines and Boiler were thoroughly overhauled.

DIMENSIONS.—Length between Perpendiculars, 170 feet. Beam, 26 feet 3 inches. Depth of Hold from Ceiling to Main Deck, 9 feet 5 inches. Height from Main Deck to under side of Awning Deck, 7 feet 4 inches.

GROSS TONNAGE, 550 Tons.  
CLASS.—Built to Class 100 A at Lloyds. RIG.—Big Rigged.

CARGO CAPACITY.—About 9,000 bushels, or 625 tons Measurement (40 feet.)

DRAFT.—Light 9 feet; Loaded 12 feet.

SPEED.—Eight knots on consumption of 84 to 9 tons of coals per 24 hours.

BUNKER CAPACITY.—75 tons coals.

CABIN.—Under Awning Deck aft; saloon, pantry and five state rooms, with accommodation for 12 first-class passengers.

## MACHINERY.

ENGINE.—A pair of Howden's patent High and Low pressure Engines of 90 Horse Power nominal; High Pressure Cylinder 25 inches, and Low Pressure Cylinder 45 inches in diameter; Stroke 30 inches.

PROFILER.—Bessemer Steel of 4 Blades, with One Spare Set of Blades.

WINCH.—One Steam Winch with Donkey Boiler on Deck.

BOILER.—One Horizontal Tubular Boiler 11 feet diameter, with 3 Furnaces, tested for a working pressure of 60 pounds.

MORRIS & RAY.  
Hongkong, March 29, 1877.

## FOR SALE.

A MARINE ENGINE of 20 Horse Power Nominal, High and Low Pressure, with Extra SURFACE CONDENSER and TUBULAR BOILER. Consumption, 2 Tons per 24 Hours.

The Engine is quite new; was manufactured by Messrs Matthew Paul & Co., Dumbarton, and is now deposited in the Godown of the late firm of Russell & Sturges, Manila.

Particulars may be obtained on application to

MORRIS & RAY.

Hongkong, March 29, 1877.

## FOR SALE.

HENRIOT & Co.'s CHAMPAGNE, Carte Blanche "Dry," TH. RODERER & Co.'s CHAMPAGNE, Carte Blanche.

JOHN DURAND & Co.'s CLARETS and WHITE WINES.

STARUP & KENT'S PORTS and SHERRIES.

MOULLON & Co.'s COGNACS, 1, 2, 3 Stars.

BLANCHY FRÈRES & Co.'s COGNACS.

JUSTUS LEMBKE & Co.

Hongkong, April 9, 1877. j19

## NOW READY.

A CHINESE DICTIONARY IN THE CANTONESE DIALECT. Part I, A to K, with Introduction, Royal 8vo, pp. 202.—By ERNEST JOHN ETZEL, Ph.D. Tübingen.

Price, TWO DOLLARS AND A HALF.

To be had from Messrs LANE, CRAWFORD & Co., Hongkong and Shanghai; and Messrs KELLY & WALKER, Shanghai.

Hongkong, February 8, 1877.

## INTIMATIONS.

PIANOS, Etc.

TUNED AND REPAIRED,

BY

A. HAHN,

Care of Messrs LANE, CRAWFORD & Co.,

or

Messrs CHAR. J. GAFFE & Co.

Hongkong, June 5, 1877. j18

CANTON INSURANCE OFFICE.

ADJUSTMENT OF BONUS FOR THE YEAR

1876.

WITH Reference to the foregoing Adver-

TISMENT: THE MARINE INSUR-

ANCE CO. has This Day taken over the

Business of the LONDON & ORIENTAL

STEAM-TRANSIT CO., and has Appoint-

ed M. A. MCOLVIL as its AGENT in HONG-

KONG.

By Order of the Board of Directors,

ROBERT J. LODGE,

Manager.

THE Undersigned is prepared to Accept

the Racks and Lene Policies on behalf of the

MARINE INSURANCE CO. by any First Class

Steamer.

A. MCOLVIL,

Agent of the Marine Insurance Co.

General Agent.

Hongkong, February 14, 1877. j17

## INTIMATIONS.

### NOTICE

THE DEPARTURE of the Pacific Mail Steamship Co.'s Steamer "ALASKA," is unavoidably Postponed to MONDAY, the 18th Instant, at 3 P.M.

RUSSELL & Co., Agents.

Hongkong, June 11, 1877. j18

## INTIMATIONS.

### WANTED

A MATRON for the LOOK HOSPITAL. One who can Speak ENGLISH and CHINESE Preferred. Salary \$30 and Quarterly.

With the Applications Certificates should be sent to the Colonial Surgeon.

Gove. Civil Hospital, June 11, 1877. j18

## WANTED TO HIRE.

A RABBLER, not connected with any large Company, who can mind his own Business, and let the affairs of the Small Fish alone. A Good Salary will be Paid to any Person, feeling himself qualified to fill the situation.

Apply to ANTI P. Y. N. I. O. P. B.

Hongkong, June 13, 1877. j18

## AUCTIONS.

GENERAL WEEKLY SALE.

L. ANE, CRAWFORD & Co. will sell

by PUBLIC AUCTION, in their Sale

Room, Praya Central, on

## FRIDAY,

the 15th June, 1877, at Noon.

ELECTRO-PLATED CUTLERY,

STANDS, Tea Sets, Cake Baskets, Butter Dishes, Sardine Boxes, Ear-rings, Brooches, Bracelets, Cotton Socks, and Stockings. Tooth Brushes, Butcher's Knives, Cork-screws, Watch Glasses, Jams, Jellies, Mustard, Tart Fruits, Cheese, Condensed Milk.

Also,

5 casks Soda Crystals.

20 cwt. White Zinc.

20 cases Old Tom.

TRAMS or SALE.—Cash before delivery

in Mexican Dollars, weighed at 7.17.

All Lots, with all faults and errors of

description, at Purchaser's risk on the fall

of the hammer.

Hongkong, June 12, 1877. j18

## AUCTIONS.

PUBLIC AUCTION

## Intimations.

## NOTICE.

THE BANKRUPTCY ACT 1869.  
In the Amoy Court of Bankruptcy held at AMOY, FRIDAY, 1st June, 1877.

In the matter of proceedings for Liquidation by arrangement or composition with Creditors instituted by JOHN THOMAS ALBERT ALEXANDER, of Amoy.

NOTICE is hereby given that a First General MEETING of the CREDITORS of the above-named Person has been summoned to be held at the Office of Her Majesty's Consul, Amoy, on the Twentieth Day of June, at Two o'clock in the Afternoon precisely.

GEORGE PHILLIPS,  
Registrar.

Dated at Amoy, June 1, 1877. jo20  
this, Second day of June, 1877.

## R I E N T A L H O T E L.

From This Date, the DINNER HOUR at this Establishment will be HALF-PAST SEVEN, until further notice.

STOCKHAUSEN & ROSE,  
Proprietors.

Hongkong, June 9, 1877. jo18

W. BALL,  
CHINA DISPENSARY.

IMPORTER OF DRUGS, CHEMICALS, DRUGGISTS' SUNDRIES, TOILET REQUISITES, PATENT MEDICINES AND PERFUMES.

Prescriptions Dispensed with Carefulness, and Prompt Attention.

PRAYA WEST, HONGKONG,  
Near the Canton Steamer's Wharf.  
Hongkong, July 13, 1876.

## THE UNION MARINE INSURANCE COMPANY, LIMITED.

THE Undersigned having been Appointed AGENTS of the above Company at HONGKONG and FOOCHEW, are prepared to accept Risks and Issue Policies by any First-Class Steamers, at current rates, Payable either here, in LONDON, in LIVERPOOL, or at the principal Ports of INDIA and the EAST.

BIRLEY & Co.,  
Agents.

Hongkong, May 21, 1877. au22

A THOROUGH CORRESPONDENT and ARITHMETICIAN Desires an ENGAGEMENT.

"Activity," care of this Office.

Hongkong, May 26, 1877.

## Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:

ROSSINA, American 3-m. schooner, Capt. C. W. Hansen.—Arnold, Karberg & Co.

HANNAH LAW, British ship, Captain R. Craig.—P. & O. S. N. Co.

BARBARA TAYLOR.—British schooner, Captain John Taylor.—McEwen, Frickel & Co.

HERONIMUS, British brig, Capt. T. A. Koch.—Landstede & Co.

ECHO, British barque, Captain Tozer.—Arnold, Karberg & Co.

ROBERT HENDERSON, British barque, Capt. John J. Guinn.—Vogel, Hagedorn & Co.

BROWN BROTHERS, American ship, Capt. D. S. Goodell.—P. & O. S. N. Co.

## Notices to Consignees.

## NOTICE TO CONSIGNEES.

THE BRITISH SHIP DAPHNE, FROM LONDON.

CONSIGNEES of Cargo by the above-named Vessel are requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

Consignees are also informed that, before delivery can be obtained, they will be required to sign the Average Bond and to give Approved Guarantee for Contribution to General Average.

MEYER & Co.,  
Agents.

Hongkong, June 18, 1877. jo21

## NOTICE TO CONSIGNEES.

## THE BRITISH BARK OSAKA, FROM LONDON.

CONSIGNEES of Cargo by the above-named Vessel are requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

MEYER & Co.,  
Agents.

Hongkong, June 18, 1877. jo21

## COMPAGNIE DES MESSAGERIES MARITIMES.

## S. S. HOOGLY.

## NOTICE.

CONSIGNEES of Cargo by the above-named Vessel are requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

MEYER & Co.,  
Agents.

Hongkong, June 18, 1877. jo21

## NOTICE.

CONSIGNEES of Cargo by the above-named Vessel are requested to send in their Bills of Lading to the Undersigned and stored at their risk at the Company's Godown, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on, unless intimation is received from the Consignees, before To-DAY, at 3 p.m., requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned.

Goods remaining unclaimed after SATURDAY, the 18th Instant, at Noon, will be subject to rent and landing charges.

No Fire Insurance has been effected.

H. DU POCHEV,  
Agent.

Hongkong, June 11, 1877. jo18

## Notices to Consignees.

## BARQUE CHINAMAN, FROM LONDON.

THIS Vessel having arrived, Consignees of Cargo are requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of the Goods.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DOUGLAS LAPRAIK & Co.,  
Agents.

Hongkong, May 21, 1877.

## To-day's Advertisements.

## FOR SHANGHAI.

The Steamship  
"CHINA,"  
AOKERMANN, Master, will be despatched for the above Port TOMORROW, the 16th Instant, at 8 a.m.

For Freight or Passage, apply to SIEMSEN & Co.

Hongkong, June 14, 1877. jo15

## FOR SHANGHAI.

The Steamship  
"NANKIN,"  
S. BRAKE, Master, will have immediate despatch as above.

For Freight or Passage, apply to SIEMSEN & Co.,  
Agents.

Hongkong, June 14, 1877.

## FOR MANILA.

The Steamship  
"ESMERALDA,"  
Capt. THERAUP, will be despatched for the above Port on SATURDAY Next, the 16th Instant, at 10 a.m.

For Freight or Passage, apply to A. MACG. HEATON.

Hongkong, June 14, 1877. jo16

## FOR SHANGHAI.

The British Steamer  
"AMATO,"  
Captain BROWN, shortly ex-  
pected from Singapore, will have quick despatch for the above Port.

For Freight or Passage, apply to MEYER & Co.,  
Agents.

Hongkong, June 14, 1877.

## FOR SHANGHAI.

The British Steamer  
"FORMOSA,"  
Capt. BYLAND, Master, will load here for the above Port, and will have early despatch.

For Freight, apply to RUSSELL & Co.

Hongkong, June 14, 1877. jo14

## FROM LONDON PENANG AND SINGAPORE.

THE S. S. NANKIN having arrived,

Consignees of Cargo are hereby informed that their Goods are being landed at their risk by the Undersigned, and stored in their Godowns, whence and/or from the Wharf or Boats delivery may be obtained.

Optional Cargo will be sent on to Shanghai, unless notice to the contrary is given before 4 p.m. To-day.

Cargo remaining undelivered after the 20th instant will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by SIEMSEN & Co.,  
Agents.

Hongkong, June 14, 1877. jo21

## PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction, on

## WEDNESDAY,

the 20th day of June, 1877, at Noon, at the Government Offices,—

A Quantity of OPIUM, comprising—

25 Balls Fatma.

125 Packages, each 5 Catties Malwa.

TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.17. All lots, with all faults and errors of description, at Purchaser's risk on the fall of the hammer.

J. M. ARMSTRONG,  
Government Auctioneer.

Hongkong, June 14, 1877. jo20

## NOTICE.

THE Undersigned has been appointed Sole Agent in Hongkong for Messrs ALFRED DE MONTEBELLO & Co. for the Sale of their CHAMPAGNE Brand "Duc de Montebello;" "Carte Blanche."

In cases, 1 dozen Quarts, \$ 5 per case.

" " 2 " Pinte, \$ 6.

T. G. LINSTAD.

Hongkong, June 14, 1877. jo21

## PRESENT TEA.

L. ANE, CRAWFORD & Co.'s CUM-

L SHAW MIXTURE, Season 1877,

will be ready for delivery about 1st July.

Price, delivered free in any part of the

United Kingdom, per 10 catty Box, \$ 16;

per 8 catty Box, \$ 8.

Early application is requested.

Hongkong, June 14, 1877. jo21

## SHIPPING.

ARRIVALS.

June 15, Malacca, British steamer, 1044.

Edmon, Yokohama, June 6, Mails and

General.—F. & O. S. N. Co.

June 15, Kashgar, British steamer, 1514.

E. T. Baker, Shanghai June 10, Mails

and General.—P. & O. S. N. Co.

June 14, China, German steamer, from

Canton.

June 14, Peitao, Chinese R. C. from

Canton.

June 14, Nankin, British steamer, 2480.

Montague, Bruce, London, April 26, via

ports of call, and Singapore June 2, Grecian.

—SIEMSEN & Co.

## ARRIVALS.

June 14, Emerald, British steamer, 395.

E. Thebaut, Amoy June 13, General—

A. MACG. HEATON.

DEPARTURES.

June 14, Wodan, for Sagon.

14, Iwao, for Macao.

14, Ajac, for London, &c.

14, Tschun, for Amoy, Tamsui, &c.

14, Holmboe, for Amoy, &c.

14, Dant, for Yokohama.

14, Jacobs, for Haiphong.

14, Cleopatra, for Macao.

14, China, for Manila.

14, China, for Sagon.

14, China, for Macao.

14, China, for Sagon.

14, China, for Macao.

1

SUPPLEMENT  
TO THE  
CHINA MAIL.

HONGKONG, THURSDAY, 14TH JUNE, 1877.

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eight Sections, commencing at Green Island. Vessels near the Hongkong shore are marked *h*, near the Kowloon shore *k*, and those in the body of the Harbour or midway between each shore are marked *c*, in conjunction with the figures denoting the sections.

Section.

1. From Green Island to the Gas Works.
2. From Gas Works to the Novelty Iron Works.
3. From Novelty Iron Works to the Harbour Master's Office.
4. From Harbour Master's to the P. and O. Co.'s Office.

5. From P. and O. Co.'s Office to Peddar's Wharf.
6. From Peddar's Wharf to the Naval Yard.
7. From Naval Yard to the Pier.
8. From Pier to East Point.

Vessel's Name.	Size.	Captain.	Flag and Rig.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
<b>Steamers</b>								
Alaska	3 h	Howard	Amer. str.	4011	June 10	P. M. S. S. Co.	Yahama & S. F. Co.	Mails
Argyll	6 h	Scott	Brit. str.	1271	June 4	Jardine, Matheson & Co.	S'pore, Calcutta, &c.	16th, 3 p.m.
China	5 c	Ackermann	Ger. str.	648	June 14	Siemssen & Co.	Shanghai	To-morrow
Chinkiang	4 h	Orff	Brit. str.	798	June 7	Siemssen & Co.	Australian Ports	16th, 2 p.m.
Dale	2 b	Thompson	Brit. str.	645	June 18	Yuen Fat Hong	Bangkok	Cleared
Duna	3 h	Steele	Brit. str.	852	May 29	Gilman & Co.	Yokohama	MoD.'s Slip
Envy	...	Blanco	Span. str.	222	June 3	Remedios & Co.	.....	.....
Flintshire	4 c	Thomas	Brit. str.	1243	June 13	A. Mac. Heaton	Shanghai	To-morrow
Hochung	4 c	Petersen	Brit. str.	850	June 13	C. M. S. N. Co.	Amoy & Taiwanfoo	To-day
Holyrood	4 c	McVicar	Brit. str.	333	June 10	David Sasoon, Sons & Co.	S'pore, Calcutta, &c.	16th, 3 p.m.
Japan	5 h	midt	Dut. str.	886	June 10	Wm. Pastan & Co.	Europe, &c.	.....
Java	2 c	Weber	Brit. str.	1514	June 14	P. & O. S. N. Co.	Yokohama	Mails
Kashgar	5 c	Baker	Brit. str.	1044	June 18	P. & O. S. N. Co.	Shanghai	.....
Malacca	5 c	Edmond	Brit. str.	2480	June 14	Siemssen & Co.	Bangkok	To-morrow
Nankin	5 c	Brace	Span. str.	106	June 6	Remedios & Co.	Amoy and Tamsui	To-day
Pasig	1 h	Yanvieter	Brit. str.	933	June 6	Yuen Fat Hong	K'long Dock	.....
Rajantianuhar	3 h	Hopkins	Brit. str.	1216	June 11	Jardine, Matheson & Co.	Holow	.....
State of Louisiana	4 c	Johnston	Brit. str.	408	June 11	Douglas Lapraik & Co.	.....	.....
Taiwan	5 h	Young	Brit. str.	820	May 29	Douglas Lapraik & Co.	.....	.....
Thales	...	Coles	Brit. str.	265	June 9	Landstein & Co.	.....	.....
Washi	5 h	Hunter	Brit. str.	334	June 4	Hok Moh Leong	.....	.....
W. Cores de Vries	2 h	Welman	Brit. str.	.....	.....	.....	.....	.....
<b>Sailing Vessels</b>								
Anazi	4 k	Hill	Brit. bge.	468	June 4	Adamson, Bell & Co.	.....	.....
Antioch	2 c	Hemingway	Amer. bge.	986	June 9	Russell & Co.	.....	.....
Brema	3 c	Timp	Ger. bge.	350	June 5	Wieder & Co.	.....	.....
Brennero	4 k	Buzzolini	Ital. bge.	784	June 5	Carlowitz & Co.	.....	.....
Brown Brothers	1 c	Goodell	Amer. sh.	1493	June 9	P. & O. S. N. Co.	.....	.....
Canaan	8 h	Manson	Brit. bge.	840	May 21	Order	.....	.....
Caribou	7 h	Lindsay	Brit. bge.	699	June 5	Order	.....	.....
Cheng Soon	2 b	Cheng Sang	Siam. sch.	200	April 30	Chinese	.....	.....
Chinaman	7 b	McKenzie	Brit. bge.	690	May 21	Douglas Lapraik & Co.	Wanchai Pier	.....
Daphne	7 h	rendrap	Brit. sh.	654	June 13	Meyer & Co.	Jardine's Slip	.....
Dauphine	...	Lehommais	Fch. bg.	327	May 28	Order	.....	.....
Diamant	4 k	Ackemann	Ger. bge.	296	June 5	Wm. Pastan & Co.	.....	.....
Echo	4 k	Tozer	Brit. bge.	389	June 5	Wm. Pastan & Co.	.....	.....
Fifeshire	2 c	Nees	Brit. sh.	750	May 24	Russell & Co.	.....	.....
Fleetwing	4 c	Guest	Amer. sh.	829	May 29	Oliphant, Karberg & Co.	New York	.....
Formosa	3 h	Hyland	Brit. bge.	915	May 29	Arnhold, Karberg & Co.	.....	.....
Friedrick Perthes	7 c	Kayser	Ger. bge.	480	June 4	Siemssen & Co.	San Francisco	.....
Gryfe	7 c	Roberts	Brit. sh.	1068	May 24	Vogel, Hagedorn & Co.	Honolulu	.....
Harriet N. Carlton	4 c	darkness	Amer. bge.	872	May 29	Russell & Co.	New York	.....
Hannah Law	3 c	Graig	Brit. sh.	1299	April 28	Vogel, Hagedorn & Co.	Melbourne & Sydney	.....
Helema	3 c	snow	Amer. bge.	603	May 4	Arnhold, Karberg & Co.	.....	.....
Hieronymus	2 h	Koch	Brit. bg.	232	June 5	Landstein & Co.	.....	.....
Hieronymus	4 k	Siehl	Ger. bge.	425	May 24	Wieder & Co.	.....	.....
Highlander	4 c	Hutchinson	Amer. sh.	1852	May 13	Vogel, Hagedorn & Co.	New York	.....
Hongkong	...	Oom	Ger. 3m. sc.	208	June 5	Arnhold, Karberg & Co.	Foochow	Sands' Slip
Iris	4 c	Rüttor	Ger. bge.	506	May 18	Arnhold, Karberg & Co.	Haiphong	Cleared
Jacatra	2 c	Dirksen	Dut. bg.	337	May 23	Russell & Co.	.....	P. & O. Wharf
J. D. Peters	2 h	Lane	Amer. bge.	1035	June 9	P. & O. S. N. Co.	.....	.....
James Wilson	2 c	Prideaux	Brit. sh.	326	June 12	Adamson, Bell & Co.	San Francisco	.....
Leicester	8 h	Caddy	Brit. sh.	1309	May 24	Order	New York	Cleared
Lizette H.	3 c	Babson	Amer. bge.	806	June 6	Meichers & Co.	.....	.....
Loiterer	8 h	.....	Amer. sh.	45	Aug. 13	Insurance Cos.	.....	.....
New Era	3 c	Sawyer	Brit. sh.	1060	April 26	Vogel, Hagedorn & Co.	New York	.....
Osaka	8 h	Lowe	Brit. bge.	527	June 13	Meyer & Co.	.....	.....
Palestine	3 c	Scodroft	Brit. bge.	598	June 6	Meichers & Co.	.....	.....
Pamela	3 h	Lunt	Am. 3m. sc.	597	June 9	Kin-tye-loong	.....	.....
Robt. Henderson	2 c	Gunn	Brit. bge.	553	June 9	Vogel, Hagedorn & Co.	.....	.....
Roderick Hay	4 k	Nicolson	Brit. bge.	290	June 3	Chinese	.....	.....
Rosina	3 k	Jansen	Am. 3m. sc.	406	Feb. 28	Arnhold, Karberg & Co.	.....	.....
Rotterdam	3 k	Dik	Dut. bge.	760	May 23	Meichers & Co.	.....	.....
Soerabaja Packet	3 c	Verdunn	Dut. bge.	462	June 3	Order	San Francisco	.....
Stracathro	4 c	Millar	Brit. sh.	1159	May 18	Russell & Co.	New York	.....
Thomas Lord	3 c	Hall	Amer. sh.	1316	April 12	Vogel, Hagedorn & Co.	.....	.....
Treleven Family	3 k	Brown	Brit. sch.	198	June 9	Chinese	Tientsin	.....
<b>WHAMPOA</b>								
A. E. Vidal		Schreiber	Ger. bge.	420	June 8	Wialer & Co.	.....	.....
Bombay		Smith	Brit. str.	749	May 29	P. & O. S. N. Co.	.....	.....
Victory		Whiting	Brit. bg.	255	June 2	Chinese	.....	.....
<b>CANTON</b>								
Amy		Drewes	Brit. str.	814	June 13	Siemssen & Co.	Shanghai	.....

Men-of-war in Hongkong Harbour.

Vessel's Name.	Anchor-age.	Flag.	Class.	Tons.	Guns.	H. P.	Date of Arrival.	Commander.
Charibdis	7 c	British	corvette	1506	17	400	April 5	T. E. Smith
Curlew	6 h	British	gun vessel	774	3	160	May 4	E. J. Church
Fei Hoo	6 c	Chinese	revenue cruiser	200	...	...	June 14	Cooker
Hai Chong Ching	6 h	Chinese	gunboat	...	...	...	June 12	Wing Mou Cheong
Hart	Ab. D.	British	gun vessel	465	4	120	May 6	H. N. Hood
Juno	7 h	British	corvette	1462	8	400	May 15	A. H. Boldero
Loi Tay	2 c	Annamente	gunboat	1200	...	...	June 9	M. Letreire
Mropic	7 h	British	gun vessel	774	3	160	May 28	Charles Vernon Anson
Meanean	6 k	British	military hospital	2591	...	...	...	.....
Modeste	6 c	British	corvette	1405	14	350	April 13	Alex. Buller, C.B.
Moorehen	Ab. D.	British	gunboat	420</				

Wharf this morning (June 7th), and will leave for London same afternoon.

It is evident that some extensive subterranean disturbances have taken place within the last ten or twelve days. On Friday, the tide in Port Jackson rose several times, nearly three feet in a few minutes, and as suddenly fell. A similar phenomenon occurred on the same day at Newcastle, New South Wales, and also on the coast of New Zealand. A telegram from Wellington states that on Saturday, a large steamer reported having encountered (probably on Friday) a heavy tidal wave. "Her stern dipped nearly under water, and she was drawn back nearly half-a-mile." A sharp earthquake was felt near Dunedin about the same time, and marine disturbances at the date of the telegram, it was stated, continued at Wellington and on the West Coast of New Zealand. We now learn by cablegram, dated Bombay, Sunday, that the small town of Iquique, in Peru, has been destroyed by an earthquake.—*Quarterly.*

Police Intelligence.  
(Before the Hon. C. May.)

June 14, 1877.

TRAFFIC IN WOMEN.

Chun Sow Tai and Lo Ayu, married women, who were first charged on the 23rd May with kidnapping one Wong Ahsee, from Toong-koon, with intent to sell her to Singapore, were again brought up. The evidence adduced proved that the defendant was a willing party in the transaction, as she came of her own accord here to get employment. The defendants were consequently discharged. Mr Holmes appeared for the 2nd defendant.

LARCENY.

Chun Atak, a caulkier, who was remanded yesterday on a charge of stealing some copper nails from on board the P.M.S.S. Co.'s steamer *Alaska*, now undergoing repairs at the Aberdeen Docks, was again brought up to-day. The charge was proved and the defendant was sent to one month's hard labour.

LEPERS.

The case against the nine lepers arrested at Aberdeen, came before the Magistrate again. The Inspector reported that the lepers had gone away in their own boats. The case was consequently discharged.

UNLAWFUL POSSESSION.

Ng Atack, a caulkier, was brought up by P. C. Waller Ward, under the following circumstances. The constable stated that about 11 p.m. yesterday he was on patrol duty, and passed the Aberdeen Dock Wall, when he heard something falling on the ground, apparently thrown from within the Dock. The Constable placed himself in concealment, when he presently saw the defendant come out and look about the place as if in search of something. The Constable therefore took him into custody. A packet, containing about 8 lbs. of new sheeting nails tied up in a blue cotton cap such as that usually worn by caulkers was found near the spot. On the defendant's person was found a new sheeting nail. There was night work going on at the Docks and the men did not leave till 11 p.m. Fined 25 or 3 months' hard labour.

CUTTING TREES.

Tang Sun Ho, a married woman was caught in the act of cutting down a growing tree near the Battery at the Government offices. Fined \$2, and 50 cents awarded to the apprehending constable.

LARCENY.

Sung Aia, a seaman, was charged with having gone into a brothel at Yowmatree and stolen \$4, a silk jacket and a pair of trousers from an inmate. Four months' hard labour.

ALLEGED LADENY.

Chun Aboi, a coolie, was charged with stealing a quantity of Muntz Metal from the Aberdeen Dock. The complainant P. C. Hussain Bus, No. 637, stated that in consequence of instructions he went to watch near the Dock Wall. He concealed himself among the bushes; at 4.30 a.m. the defendant and another man went to remove the metal from outside. The Constable took him into custody, and he alleged that the other man had run away.—Mr. Wm. McLean, Chief Officer of the P. M. S. S. *Alaska*, proved that the steamer was recombed now at the Dock, and that nine pieces of Yellow Metal had been removed with the object of stealing them. Remanded till the 15th inst.

CORRESPONDENCE.

NIGHT PASSES.

To the Editor of the "CHINA MAIL."

Hongkong, June 14, 1877.

SIR.—It would be well for the opponents of the night pass system to take a wider view than any yet seem to have done, of the position generally. Allow me to give you an idea of two gathered from Chinese themselves. The night pass system is held in detestation by two large sections of these our fellow residents. The criminal class, and the smaller shopkeepers, but for very different reasons—the criminal section, a large one owing to local circumstances, object to passes as circumscribing their possible area of operation; and the small shopkeepers, because it is almost impossible for them to obtain for their use what their wealthier neighbours who are also householders can readily procure. As an "Englishman" suggests, a modification in this direction would be a boon to a deserving class of honest subjects.

But the third section, the wealthy and most respectable class of Chinese, look with much favour on a system which enables them to leave their dwellings in security after 9 p.m., and ensures them from molestation in the pursuit of those amusements and relaxations to which they are most inclined. They know that thus they enjoy a privilege which they could not have in a city like Canton, for instance, where streets and quarters are locked up at night, and all alike are kept in that rogues may be kept out. The Chinaman is too practical to seek the removal of a sentimental grievance at the expense of his peace of mind. Of course security can be attained in other ways, as, for instance by largely increasing our Police force, especially the European portion, but this would be far from agreeable to the average rate-payer. Let the Chinese property-holders of the Colony be quietly canvassed for their opinion, and it will be found—alb. unanimous in favour of the.

NIGHT PASSES.

China.

(Notes.)

The steamer *Radnorshire*, from Hankow, sailed from Woosung yesterday (June 6th). The clipper-ship *Cutty Sark* is now anchored at Woosung, having been towed from Hankow by the Kiang river. The race between her and the *John R. Worcester* ought to be a good one—a repetition of what used to take place in the good old times.

From Wanchow we have the curious intelligence that the missing lord *Mandarin* has been at last discovered, disguised as a Chinese junk. Mr. U. Schmidt, a pilot, while on his way to the port ground, saw a boat that he at once recognised as the missing lord *Mandarin*. He accordingly went to H. B. M.'s Consul and reported the matter, and steps were at once taken to have the crew arrested and the vessel detained, which was accomplished very readily with the assistance of some of the Chinese officials; so that there is at last a prospect of this long-standing act of piracy and murder being brought to a close. What the end will be, or what redress the owners will get, remains to be seen.

The *Glenorchy* has run to Singapore in 7 days 18 hours—the quickest time she has made, and only half-an-hour over that of the *Louise Castle*.

When it was notified that *Levi* would

whereas the foreign community of that place is heavy with discontent.

The *Navy News* gives, as authentic, the following statement of casualties on the Imperial side during the insurrection: Killed in battle, 2,136; died in hospitals, 824; wounded, 8,762. The number now in the hospitals is 5,654; 263 have recovered.

(*Metropolitan Press*, May 30th.)

In anticipation of an expected rising, the Government have despatched 6,000 troops to Tosa. The most eventful feature of the week is Marshal Saigo's retreat on Friday to Hinga. No pitched battle has been fought. The insurgents appear to be laying a trap, and Saigo's manoeuvring is very suspicious. On Monday he reappeared with a large force nine miles from Kinnamoto, but no fighting took place. Kaoshima is really the only place where a shot has been fired since our last impression. Heavy skirmishing goes on daily. The Imperialists are retreating to the north, and the rebels are lined up on the right and left by rebel fortifications on a zigzag formation, from which the Satsuma sharpshooters pick off a large number. On Sunday however they came out in force and attacked the government position on both sides, but were beaten back with a loss of 250 men. On Monday all was quiet.

FATAL FRACAS BETWEEN GERMAN AND FRENCH SAILORS

(*Japan Gazette*.)

Recent conflicts in this port between men-of-war's men of different nationalities which perhaps are only remarkable in that they are more extensive and have been attended with more serious results than those which have preceded them, should impress upon the minds of the various commanders the importance, if not of restraining the leave of their men, at least of commanding some mutual arrangement which shall prevent the coming about simultaneously of crews which are likely to quarrel.

By an unfortunate *contretemps*, a large number of the men of the German corvette *Elisabeth* were given leave yesterday afternoon (June 4th) at a time when a very limited number of the French corvette *Atalante*'s crew were also ashore. The result was, as will be seen below, a collision, in which the Frenchmen were attacked, outnumbered, one of them being killed on the spot, and the other so grievously wounded, that if even he be not already dead, no human possibility exists of his recovery.

To say that these men were murdered is certainly not too strong a phrase to employ; but to infer, as we report to see has been inferred in this morning's *Echo*, that the slaughter of them and their shipmates was devised in a premeditated and organised scheme of butchery is going a long way too far. The facts of the conflict, and the death of the two unfortunate victims, are sufficiently deplorable. There is no occasion to add to their horror by the implication of motives which there is *prima facie* evidence could not have existed.

It is sufficient that a quarrel had taken place the day previously between French and German sailors; that the former had driven their assailants from the field; and that on the following day a large body of Germans, happening most unfortunately to fall in with comparatively very few Frenchmen, fell upon them, put them to flight, and stabbed two of them to death. This in itself is quite bad enough. The fact of so many of the *Elisabeth*'s men being ashore is thus simply accounted for. The corvette was intended to sail for Nagasaki yesterday morning; but was detained through the German Minister, Mr. von Ehrendorfer, who was to take passage in her, having business in connection with the American mail, which would not permit of his departure before to-morrow morning, till which time accordingly the sailing of the vessel was postponed. Leave was given to as many of the men as could be spared previous to the vessel's leaving. We are informed on good authority that that leave would not have been given had the officers of the vessel been aware that any of the *Atalante*'s men were on liberty. It is mere justice to say that the most sincere sorrow is felt by the German Consul, the German members of the foreign community, and the captain and officers of the *Elisabeth* for the calamity, into the origin and fatal results of which the most rigid enquiry is now being made on board the corvette, with a view to bringing both those guilty of causing the strife and those who slew the Frenchmen to justice. And when justice is done, the duty of the commanders of war vessels of the foreign nationalities will be to arrange the simple means of preventing the future possibility of such disgraceful, murderous conflicts.

There are seven days in each week, and thirty more or less in each month, and an arrangement is quite possible which will prevent men of vessels who are likely to quarrel and fight when on shore together from having leave on the same day. The following is a plain statement of the events of last night:

Last evening a fatal affray took place between some German and French men-of-war's men at Takahimacho. It appears that on Sunday evening a free fight took place between some of the *Atalante*'s (French) and *Elisabeth*'s (German) men; and the former being more numerous than the latter got the best of the fight and caused the Germans to decamp from the neighbourhood. Yesterday afternoon a few

Frenchmen from the *Atalante* had liberty on shore; and in the evening about one hundred and twenty Germans from the *Elisabeth* were also allowed leave. Doubtless they were rather sorry at the reception their compatriots had met at the hands of the Frenchmen on Sunday night, for the majority of them deliberately marched to the scene of the previous affray. Near the railway crossing is a Japanese hotel kept by one Fukuya. Upstairs were nine Frenchmen regaling themselves, when about forty Germans rushed into the house, ran upstairs, and instantly attacked the nine Frenchmen. Some of these made for the open windows, and sprang on to the ledge of the roof of the lower story, while others were forced monolithically pitched out of the room places of safety, and had as many bottles, fall and empty, sent after them, as these assailants could lay hands on. The fugitives fled along the street, with a crowd of Christians after them, and succeeded in getting away altogether, two of their number only having sustained serious injury. This occurred about half-past six o'clock. Two hours later, three Frenchmen who had been in Benten Dori all the evening, and knew nothing whatever of the collision, were quietly wounding their way towards Takahimacho, and had reached the railway crossing when

they were met by a large party of Germans, who had been sent by the government of Germany for permission to survey certain Japanese waters. The Japanese government has announced an intention to abolish the duty of *Minsho* (Customs) at Yedo.

These men were excited by what had already taken place and, as soon as they perceived the Frenchmen, gave chase. The three men fled in different directions, one running towards Asahibashi. He merely succeeded in reaching the bridge when his pursuers overtook him and attacked him with knives. He fell wounded in several places, one of his hands being a gash in the right side through which the unfortunate fellow's bowels protruded. This morning plots of his blood were scattered about the bridge, partially covered with straw. Another of the three, thinking most probably, to double on his pursuers, ran down a narrow passage between two houses, but after running a few yards he found that there was no outlet. In an instant his enemies were upon him, and a knife was plunged into his heart. With a wild shriek he fell into the ground, dead. He also received several other wounds in the throat. The third man succeeded in making his escape, though not unscathed. The dead and the wounded were taken to the police station, and about ten o'clock an armed detachment arrived on shore from the *Atalante*, and took them to the hospital. This morning a post mortem examination on the body of the dead man was made before the French Consul, when reports from constables Hazel and Toms were handed in.

During the pursuit of the Frenchmen by their assailants, some petty officers of the *Elisabeth* exerted themselves to the utmost to bring their men to order, beating, it is said, some of the most refractory so violently as effectually to prevent their doing further mischief for a time. To these petty officers one French sailor, a bandit, we believe, probably owned his life. By them he was handed over to the charge of four sober German sailors of known good character, who were held responsible for his safety, and took him out of the reach of danger.

As said above, an enquiry is being held on board the *Elisabeth*. We have just heard, on the authority of the German Consul, that the departure of that vessel is postponed in consequence. Admiral Veron does not appear, however, to have made a decision; which is to say the least unnecessary; namely, that she should be detained.

Australasia have been the means of attracting numbers of Chinese to the Northern Goldfields. My Ministers consider that it is necessary to watch this immigration very closely, and to provide against the evils which are likely to arise from the presence among us of a large migratory Asiatic population.

Smallpox has on several occasions made its appearance in passenger ships arriving from Hongkong, and it has been deemed expedient to place in quarantine all ships and passengers arriving from that colony, or any port in the Empire of China.

The occupation of a portion of this territory by an alien race, and the possible introduction of diseases hitherto unknown here, are matters of the most vital importance, not only to this community, but to the whole of Australia.

My Ministers have already invited the attention of the neighboring Governments to this subject, and they have instructed the Agent-General in the United Kingdom to make the most earnest representations to Her Majesty's Government on this serious question, to which your attention also will shortly be invited.

The introduction of Polynesian laborers, originally authorised for the encouragement of the growth of sugar and cotton in the coast districts, has led to their employment for other purposes. As there appeared to be sufficient reasons for limiting the employment of these immigrants to the objects originally contemplated by the Polynesian Laborers Act, my Ministers decided that licences should, in future, be issued to those persons only who require this kind of labor for tropical or semi-tropical agriculture. A bill will be introduced to give effect to this regulation, as well as for other purposes connected with the introduction and employment of these islanders.

I have no reason to apprehend that the outbreak of war in Europe will seriously affect the Australasian dependencies of the British empire. But having regard to the disturbed state of Europe, my Ministers thought it expedient to unite with the other Australian colonies, in a request to her Majesty's Government to send competent officers to report and advise upon the defences of our coasts. These officers have already arrived and have begun their enquiries, which cannot fail to be beneficial to the future welfare of the colony. The Palmer goldfield has now an estimated population of 16,000, of which the Chinese number 15,000, and the Europeans 1,000. The former are, in fact, an alien race in every sense of the word. They mine and trade among themselves to a large extent, independent of business connections with Europeans, and they contribute little to the public revenue. An Act was passed by the Colonial Parliament last session requiring Chinese miners and traders on our goldfields to pay higher licence fees than are demanded by Europeans, but the bill has been disallowed by the Home Government. The necessity of some check being put upon this emigration from Hongkong is, however, more urgent now than it was last year, and Ministers have considered it necessary to watch this Chinese immigration very closely, and to provide against the evils which are likely to arise from the presence among us of a large migratory Asiatic population.

Smallpox has on several occasions made its appearance in passenger ships arriving from Hongkong, and it has been deemed expedient to compel all ships arriving from ports of China to perform sixteen days' quarantine. This is in some protection against the introduction of disease, and may also prove a check to Chinese immigration, but further measures are in contemplation. What the nature of these measures may be we are not informed, but a bill dealing with the subject is promised, and meanwhile Ministers have invited the attention of neighboring Governments to the subject, as one of importance to all the colonies of Australia, and have instructed the Agent-General of this colony in London to make the most earnest representations to her Majesty's Government on this serious question.

LATE AUSTRALIAN ITEMS.

(*Queensland*.)

May 11.—Destination amongst the Chinese is increasing. Robberies of tents and of specimens from heaps of quartz are frequent and fears are entertained of violence.

May 12.—It is reported that a Chinaman tried to make off with the mailman's horses beyond Bytown, near the scene of the late murder.

May 14.—The French steamer *Gunga* left Hongkong on the 10th instant for Cooktown, going on to Sydney first to get through quarantine.

The *Leichardt*, took 9,223 ounces of gold.

May 15.—The steward of the E. and A. Co.'s steamer *Bowen* was fined to-day for smuggling potatoes on her previous trip.

The *Bowen* leaves for Hongkong to-night with 200 Chinese and 1,400 ounces of gold.

It is reported that the *Thales*, steamer proceeded to Hongkong, struck on M. reef, and proceeded on to Samarai for repairs.

SYDNEY.

May 11.—The tide rose several times to-day nearly three feet in a few minutes, and as suddenly fell. The same phenomenon is reported from Newcastle and New Zealand.

The wrecked crew of the *Morning Star* have been found on Cabbage Tree Island, having been without provisions since May 1, having been without provisions since May 1.

The holders of breakfasts are very firm.

Flour quoted from £19 to £20 per ton.

May 12.—There has been a strong south-easterly gale blowing to-day, accompanied by heavy rain-squalls. The various amusements and the review of the Volunteers by heavy rain-squalls.

May 14.—Robson, master of the *Champlain*, was missed this morning from the vessel, and is supposed to have fallen overboard.

The barque *Panama*, bound from China to Melbourne, with rice, put in here to-day, having struck on "Indispensable" Reef, to the northward. The crew were kept pumping about twenty-eight days.

May 15.—Advice from New Zealand report the prevalence of a terrific hurricane at the Navigation and Friendly Islands, which destroyed the coconut plantations, over 100 houses, and sixteen churches. The *May Queen*, schooner, with her crew, and also 3,000 pounds of gold on freight, was wrecked.

Mr. D. Mayne, of the *Bathurst Sentinel*, has been committed for trial on a charge of libel on M. B. Lee, the Police magistrate.

May 16.—The Great Victoria Gold Mining Company, Adelone, has received the Government reward of £1,000 for the discovery of payable gold at a depth of 800 feet.

Best brands of Adelaide flour are changing hands at £20 per ton. Holders of wheat are asking 8s. 6d. per bushel, but no sales are reported.

MELBOURNE.

## Mails.



STEAM FOR

Singapore, Penang, Point de Galle, Aden, Suez, Malta, Marseilles, and Southampton.

ALSO,

Bombay, Madras, and Calcutta.

THE PENINSULAR AND ORIENTAL STEAMSHIP NAVIGATION COMPANY'S Steamship *KASHGAR*, Captain BAKER, will leave this on SATURDAY, the 16th June, at Noon.

For further particulars, apply to A. LIND, Superintendent, Hongkong, June 4, 1877.

jel16

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamer *ALASKA*, will be despatched for San Francisco, via Yokohama, on MONDAY, the 18th June, 1877, at 3 p.m., taking Passengers, and Freight, for Japan, the United States, and Europe.

Through Passenger Tickets and Bills of Lading are issued for transportation to Yokohama and other Japan Ports, to San Francisco, to ports in Mexico, Central and South America, and to New York and Europe via OVERLAND RAILWAYS.

A Steamer of the Mita Ishii S. S. Company will leave Shanghai, via the Inland Sea Port, about same date, and make close connection at Yokohama.

At New York, Passengers have selection of various lines of Steamers to England, France and Germany.

Freight will be received on board until 4 p.m., 17th June. Parcel Packages will be received at the office until 6 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Overland Cargo should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For security's sake, Shippers of Overland Cargo are requested to endorse on the Envelope the Marks and Nos. of Packages Shipped to correspond with those in their Bills of Lading.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 6, Praya Central.

RUSSELL &amp; Co., Agents.

Hongkong, June 11, 1877.

jel18

Occidental &amp; Oriental Steamship Company.

TAKING THROUGH CARGO AND PASSENGERS FOR THE UNITED STATES AND EUROPE, IN CONNECTION WITH THE CENTRAL and UNION PACIFIC AND CONNECTING RAILROAD COMPANIES

ATLANTIC STEAMERS.

THE S. S. "BELGIC" will be despatched for San Francisco via Yokohama, on TUESDAY, the 19th June, at 3 p.m., taking Cargo and Passengers for Japan, the United States and Europe.

Connection is made at Yokohama, with Steamers from Shanghai.

Freight will be received on Board until 4 p.m. of the 18th Proximo. PARCEL PACKAGES will be received at the Office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Return Passage Tickets available for 6 months are issued at a reduction of 20 per cent on regular rates.

For further information as to Freight of Passage, apply to the Agency of the Company, No. 37, Queen's Road Central.

G. B. EMORY, Agent.

Hongkong, May 31, 1877.

jel19

COMPAGNIE DES MESSAGERIES MARITIMES, PAQUEBOTS POSTE FRANCAIS,

STEAM FOR SAIGON, SINGAPORE, BATAVIA, POINT DE GALLE, ADEN, SUEZ, ISMAILA, FORT SAID, NAPLES, AND MARSEILLES;

ALSO,

PONDICHERY, MADRAS, AND CALCUTTA.

ON SATURDAY, the 25th June, 1877, at Noon, the Company's S. S. *AMAZON*, Commander MORTIMAN, with MAIL, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping orders will be granted till noon. Cargo will be received on board until 4 p.m., Specie and Parcels until 8 p.m. on the 22nd June, 1877. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

H. DU POUET,

Agent.

Hongkong, July 9, 1877.

jel29

## Insurances.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

AGENCIES at all the Treaty Ports of China and Japan, and at Singapore, Saigon and Penang.

Risks accepted, and Policies of Insurance granted at the rates of Premium current at the above mentioned Ports.

NO CHARGE FOR POLICY FEE.

JAS. B. COUGHTRIE,

Secretary.

Hongkong, November 1, 1871.

LANCASHIRE INSURANCE COMPANY.

(FIRE AND LIFE.)

CAPITAL—TWO MILLIONS STERLING.

THE Undersigned are prepared to grant Policies against the Risk of FIRE on Buildings or on Goods stored therein, on Coals in Matches, on Goods on board Vessels and on Hulls of Vessels in Harbour, at the usual Terms and Conditions.

Proposals for Life Insurances will be received, and transmitted to the Directors for their decision.

If required, protection will be granted on first class Lives up to £1000 on a Single Life.

For Rates of Premiums, forms of proposals or any other information, apply to ARTHUR, KARBERG &amp; Co.

Agents Hongkong &amp; Canton.

Hongkong, January 4, 1871.

ROYAL INSURANCE COMPANY.

THE Undersigned, Agents for the above Company, are prepared to grant Insurances at current rates.

MELCHERS &amp; Co.,

Agents, Royal Insurance Company.

CHINESE INSURANCE COMPANY, (LIMITED.)

NOTICE.

POLICIES granted at current rates on Marine Risks to all parts of the World.

In accordance with the Company's Articles of Association, Two Thirds of the Profits are distributed annually to Contributors, whether Shareholders or not, in proportion to the net amount of Premium contributed by each, the remaining third being carried to Reserve Fund.

OLYPHANT &amp; Co.,

General Agents.

Hongkong, April 17, 1871.

QUEEN FIRE INSURANCE COMPANY.

THE Undersigned are prepared to grant Policies against FIRE to the extent of \$45,000 on Buildings, or on Goods stored therein, at current local rates, subject to a Discount of 20% on the Premium.

NORTON &amp; Co.,

Agents.

Hongkong, January 1, 1874.

NORTH BRITISH &amp; MERCANTILE INSURANCE COMPANY.

Incorporated by Royal Charter and Special Acts of Parliament.

ESTABLISHED 1809.

CAPITAL £2,000,000.

THE Undersigned, Agents at Hongkong for the above Company, are prepared to grant Policies against FIRE, to the extent of £10,000 on any Building, or on Merchandise in the same, at the usual Rates, subject to a discount of 20 per cent.

GILMAN &amp; Co.,

Agents.

Hongkong, July 6, 1875.

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER of

His Majesty King George The First, A. D. 1740.

THE Undersigned having been appointed Agents for the above Corporation are prepared to grant Insurances as follows:—

Marine Department.

Policies at current rates payable either here, in London or at the principal Port of India China and Australia.

Fire Department.

Policies issued for long or short periods at current rates. A discount of 20% allowed.

Life Department.

Policies issued for sums not exceeding £5,000 at reduced rates.

HOLLIDAY, WISE &amp; Co.

Hongkong, July 25, 1872.

NOTICE.

THE Undersigned Agents are in receipt of instructions from the Board of Directors authorizing them to issue Policies to the extent of £10,000 on any one first class risk, or to the extent of £15,000 on adjoining risks at current rates.

A discount of 20% allowed.

HOLLIDAY, WISE &amp; Co.

Hongkong, January 8, 1871.

MANCHESTER FIRE ASSURANCE COMPANY.

THE Undersigned Agents are in receipt of instructions from the Board of Directors authorizing them to issue Policies to the extent of £100,000 on any one first class risk, or to the extent of £15,000 on adjoining risks at current rates.

A discount of 20% allowed.

HOLLIDAY, WISE &amp; Co.

Hongkong, October 14, 1869.

## Insurances.

THE ON-TAI INSURANCE COMPANY, LIMITED.

CAPITAL TALES 1000,000, EQUAL TO

\$555,555.55.

Dividends.

LEE SING, of the Lai Hing Firm.

CHAN SHUN, Lai, of the Lai Yen Firm.

WONG YIN FUN, of the Chan Cheong Wing

Hong.

Loo Yee, of the Yee On Firm.

FONG SOOK FUNG, of the Tung Sang Wo

Hong.

WONG PAI CHEONG, of the San Tye Lee

Hong.

PUN PONG, of the Wy Sing Firm.

Manager—HO AMEL.

LANCASHIRE INSURANCE COMPANY.

(FIRE AND LIFE.)

CAPITAL—TWO MILLIONS STERLING.

THE Undersigned are prepared to grant Policies against the Risk of FIRE on Buildings or on Goods stored therein, on Coals in Matches, on Goods on board Vessels and on Hulls of Vessels in Harbour, at the usual Terms and Conditions.

Proposals for Life Insurances will be received, and transmitted to the Directors for their decision.

If required, protection will be granted on first class Lives up to £1000 on a Single Life.

For Rates of Premiums, forms of proposals or any other information, apply to ARTHUR, KARBERG &amp; Co.

Agents Hongkong &amp; Canton.

Hongkong, June 1, 1871.

jel17

## Intimations.

THE HONGKONG CHINESE MAIL.

THE Circulation of THIS PAPER has been very much extended. The following are some of its Agents:—

Macao—Man Chun Shop.

Canton—Sing Chuen Native Post Office.

Luen Hing Street; Kwai Hoing Low Hotel,

Luen Hing Street; Kwong Tin Fat Shop, Yan

Tin Street; Mr Sh Chuen Fan, Tung Wen

Kwan, Yuen Fong Shop, in front of the

Provincial Treasurer's Yamen; How Yuen

Shop, Small Market Street, New City; Tee

Chung Photograph Shop, Honam; Kwai

Hoing Shop, Sin Chong Honam.

Shatow—Sui Cheong Hong; Woh Shan

Loong Hong.

Amoy—Chin Cheong Hong, Mook Kok

Street.

Foochow—Ms Yu Ching Cheong, Foo

chow Arsenal; Mr Lum Kwok Ching, Mar-

time Customs.

Shanghai—Mr Ng Ching Shun, Mar-

time Customs; Mr Ho Yuen Chen, Mar-

time Customs; Mr Chan Sing Hoi, Messrs

Jardine, Matheson &amp; Co.; Mr Kwong

Chuen Fook, Educational Mission School;

and Mow Sing Kee shop.

Ningpo—Mr Sung Min Chee, Maritime

Customs.

Hankow—Yee Hing Hong.

Chefoo—Yee Shun Hong.

Japan—Mr Leong Chun Tong, Munici-

pal Office, Yokohama.

Saigon—Wohang Hong.

Singapore—Ting Kee Hong; Kwong

Fook Sang Hong.

Penang—Yow Wing Fong; Argus Office.

Calcutta—Mow Sing Company.

San Francisco—Kwong Fong Tai Hong.

The